

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. PG:85A-82

Demolished c. 2009

1. Name of Property

(indicate preferred name)

historic Long's Subdivision
other Brandywine Crossing Phase II

2. Location

street and number 15402, 15404, 15412, 15500, 15502, 15504, 15506, 15508, 15600 Crain Highway __ not for publication
city, town Brandywine __ vicinity
county Prince George's

3. Owner of Property

(give names and mailing addresses of all owners)

name Faison-Brandywine Investors, LLC
street and number 7920 Norfolk Avenue telephone 240.497.0529
city, town Bethesda state MD zip code 20814

4. Location of Legal Description

courthouse, registry of deeds, etc. Prince George's County liber See Continuation Sheet folio
city, town Upper Marlboro tax map 154F3 tax parcel tax ID number 1157031, 1182583, 1171875, 1181759,
1135532, 1135557, 1188358, 1182006, 1134063

5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District
☐ Contributing Resource in Local Historic District
☐ Determined Eligible for the National Register/Maryland Register
☒ Determined Ineligible for the National Register/Maryland Register
☐ Recorded by HABS/HAER
☐ Historic Structure Report or Research Report at MHT
☐ Other

6. Classification

Category	Ownership	Current Function	Resource Count
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> commerce/trade	9
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	
<input type="checkbox"/> site		<input checked="" type="checkbox"/> domestic	
<input type="checkbox"/> object		<input type="checkbox"/> education	
		<input type="checkbox"/> funerary	9
		<input type="checkbox"/> government	
		<input type="checkbox"/> health care	0
		<input type="checkbox"/> industry	
		<input type="checkbox"/> landscape	
		<input type="checkbox"/> recreation/culture	
		<input type="checkbox"/> religion	
		<input type="checkbox"/> social	
		<input type="checkbox"/> transportation	
		<input type="checkbox"/> work in progress	
		<input type="checkbox"/> unknown	
		<input checked="" type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> other:	
			Number of Contributing Resources previously listed in the Inventory
			0

7. Description

Inventory No. PG:85A-82

Condition

<input type="checkbox"/> excellent	<input checked="" type="checkbox"/> deteriorated
<input type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

Long's Subdivision, located on Crain Highway (MD 301) south of Brandywine, Prince George's County, was platted in 1941 by Grace R(obinson) Long and S. Welty Long. The lots were generally less than an acre in size measuring 500 feet deep and averaging 100 feet in width though some were larger or smaller due to the curve of Crain Highway (Figure 1). Deeds indicate that, of the nine lots considered here, six were sold in 1941 while the other three were held until 1955. Most of the structures appear to date to the mid-50s. In general, while most of the structures appear to date to the same time, they are not tract houses built on a single plan. Each presents a unique façade and interior though none exhibits much interior detail of note other than, perhaps, the fireplaces. Many of the residences had been converted to commercial use. Front lawns were paved for parking and interiors were altered, sometimes substantially. At present, the interiors have generally been stripped of fixtures and appliances, utilities are disconnected and minor vandalism has occurred. All are scheduled for demolition.

15402 Crain Highway – Lot 9 (Liber 29168 Folio 433) is 1950s one-story side-gabled residence with an asphalt-shingled roof and a combination of white-painted formstone and white vinyl siding with blue trim (Figure 2). The original house likely measured 42 feet wide by 40 deep. A recent, one-car garage is attached on the south side and a large addition has been added to the back to allow for the reuse of the residence as a carpet and flooring store (Figure 3). Concrete steps lead up to a central front door. The windows are recent replacements. The residence appears to have originally been three bedrooms with one bath, a kitchen and a living room. With the exception of the toilet, all interior rooms have been stripped of fixtures or details and all original lighting has been replaced with recessed lighting fixtures. The only architectural detail that remains is a formstone fireplace centrally located in the living room (Figure 4).

15404 Crain Highway – Lot 10 (Liber 29129 Folio 10) is a 1950s one-story brick ranch-style residence with an L-shaped floorplan (Figure 5). The residence measures 44 feet wide and 30 feet deep with a narrow, linear poured-concrete front porch. Both the living room and front bedroom feature picture-style windows. The residence is three bedrooms, one bath with a living room and kitchen. Pull down stairs allow entry to the attic. The rear of the residence features a pass-through addition to a brick, one-car garage (Figure 6). The fireplace is a relatively non-descript encased box (Figure 7). The rear yard features an in-ground pool.

15412 Crain Highway – Lot 12 (Liber 29342 Folio 689) is an Airstream-type travel trailer with extensive additions likely placed on the property in the late 1960s (Figure 8). The entire construction is approximately 25 feet in width and 30 feet in depth. Most of the exterior of the trailer has delaminated. The addition is constructed of reverse board and batten siding and included two rooms and a utility closet. A detached frame garage on a poured-concrete slab is located to the east of the trailer (Figure 9). All are in highly deteriorated condition.

15500 Crain Highway – Lot 13 (Liber 27342 Folio 689) is a 1950s one-story, brick ranch residence with a small centrally-placed, poured concrete front porch (Figure 10). It measures 62 feet in width, inclusive of the side shed addition, and is 60 feet deep. The original residence appears to have been a two bedroom, one bath structure with a brick fireplace in the living room (Figure 11). There is a small, vinyl-sided addition on the south side of the structure and a very large, brick addition on the rear (Figure 12) which included three large rooms and a second fireplace. The attic is accessible by a pull-down ladder.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No.

PG: 85A-82

Name
Continuation Sheet

Number 7 Page 1

15502 Crain Highway – Lot 14 (Liber 29391 Folio 476) was originally a one-story, brick, ranch-style residence with a small, pour-concrete front entryway and a side-gabled, asphalt-singled roof (Figure 14). It measures 40 feet in width and is 36 feet deep. The original, 1950s-residence was three bedrooms and one bath but a large, second-floor, rear, vinyl-sided addition has been added as a master bedroom suite (Figure 15). The living room features a decorative brick fireplace (Figure 16). The property also features a detached brick garage.

15504 Crain Highway – Lot 15 (Liber 29391 Folio 476) is a 1950s one-story, brick, ranch-style residence with a one-car, garage addition (Figure 18). It measures 60 feet in width, inclusive of the garage, and is 30 feet deep. It is a three-bedroom, one bath structure with a low-key, concrete-step, central entryway, an asphalt-shingle roof, and a brick, corner fireplace in the living room (Figure 19). An apparent kitchen remodel added a bay window to the rear façade (Figure 20).

15506 Crain Highway – Lot 16 (Liber 27859 Folio 23) is a 1950s one-story, brick, ranch-style residence with an asphalt-shingled roof and small, poured-concrete front entryway (Figure 21). It measures 42 feet in width and is 30 feet deep. The residence is a three-bedroom, one bath structure with a centrally-located rear entryway (Figure 22) into a mud room off a rear kitchen. The remodeled living room features rear French doors, recessed lighting, and a brick fireplace which has been remodel with black marble tiles (Figure 23). A detached garage and small shed are located on the property.

15508 Crain Highway – Lot 17 (Liber 29133 Folio 104) is a 1950s one-story, brick, ranch-style residence with an asphalt-shingled roof and a one-car carport (Figure 24). It measures 46 feet in width and is 25 feet deep. The residence features brick and concrete steps up to a corner-located front doorway. The house is three-bedroom and one bath with a centrally located rear entryway (Figure 25) and centrally located brick fireplace (Figure 26).

15600 Crain Highway – Lot 18 (Liber 29133 Folio 144) is a 1950s one-story, brick, ranch-style residence with an asphalt-shingled roof, a poured-concrete carport with an awning-type roof, and a sun room (Figure 27). It measures 45 feet in width exclusive of the carport and is 25 feet deep. The residence is three bedrooms and one bath with a non-descript rear entryway and, in the only case in this development, a bulkhead entryway into a basement which is also accessible from the interior (Figure 28). There is tile over concrete slab flooring in the basement. The living room features a brick fireplace with wood mantle and decorative tiles (Figure 29).

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No.

PG: 85A-82

Name
Continuation Sheet

Number 7 Page 2

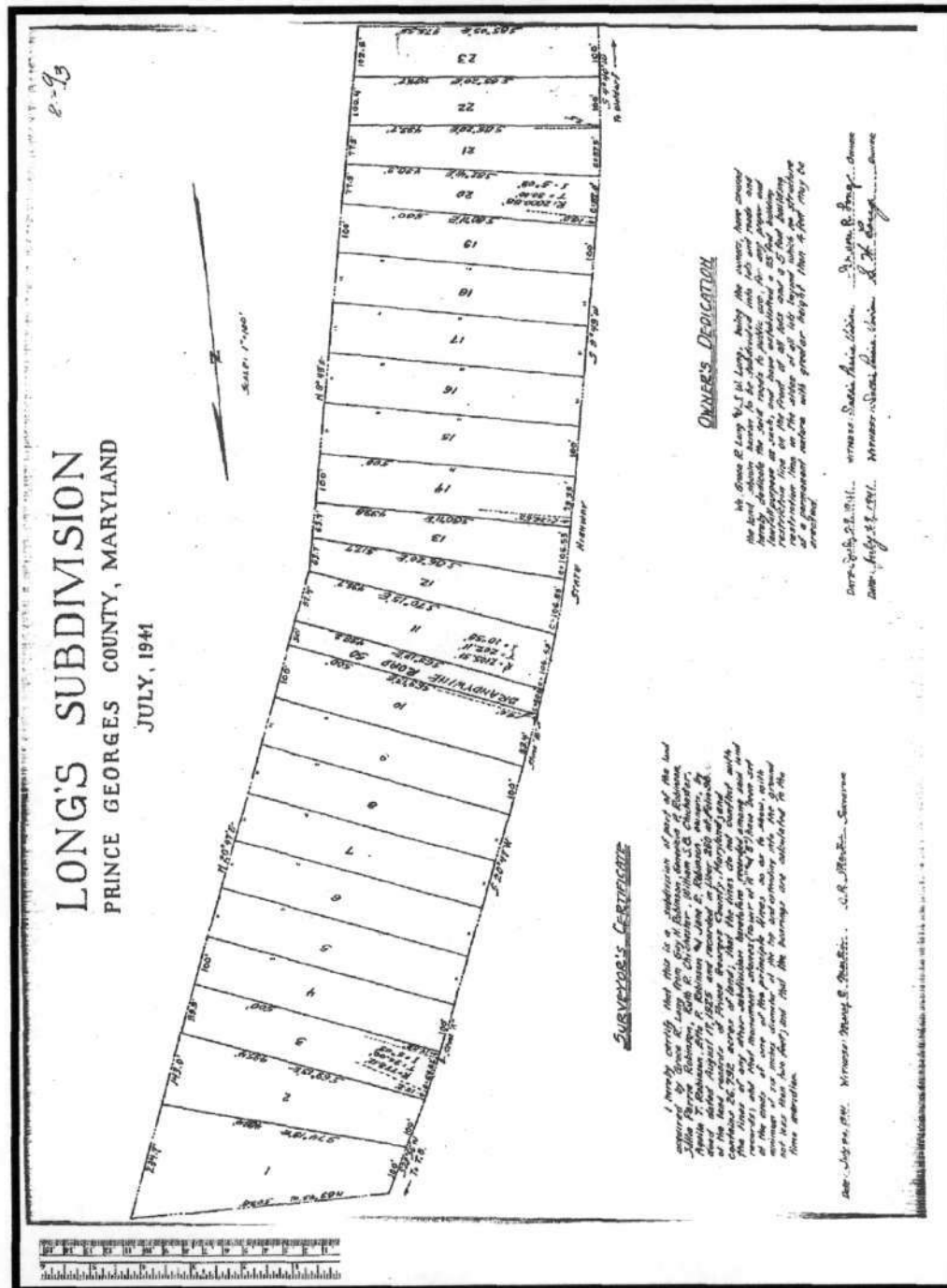


Figure 1. Plat of Long's Subdivision.

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No.

PG: 85A-82

Name
Continuation Sheet

Number 7 Page 3



Figure 2. 15402 Crain Highway. View to the Northeast.



Figure 3. 15402 Crain Highway. Rear Façade. View to the West Showing Recent Addition and Recent Garage Additions.

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No.

PG: 85A-82

Name
Continuation Sheet

Number 7 Page 4

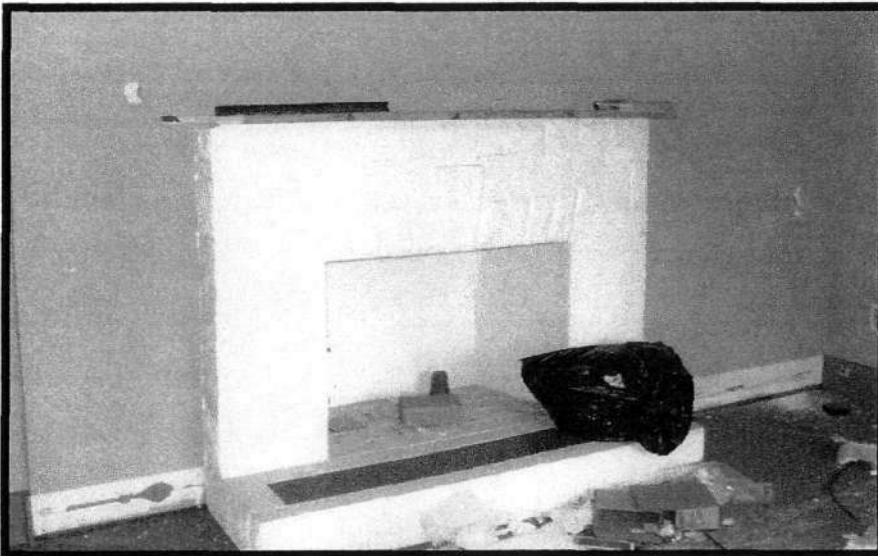


Figure 4. 15402 Crain Highway. Fireplace.



Figure 5. 15404 Crain Highway. Front Façade. View to the Northeast.

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No.

PG: 85A-82

Name
Continuation Sheet

Number 7 Page 5

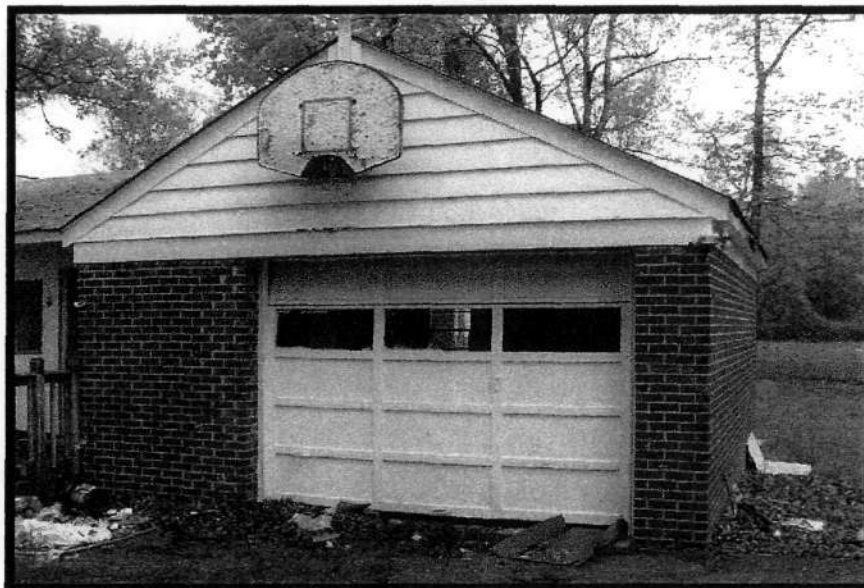


Figure 6. 15404 Crain Highway. Garage. View to the Northwest.



Figure 7. 15404 Crain Highway. Fireplace in Living Room.

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No.

PG: 85A-82

Name
Continuation Sheet

Number 7 Page 6



Figure 8. 15412 Crain Highway. Trailer and Additions. View to the Southwest.



Figure 9. 15412 Crain Highway. Detached Garage. View to the South.

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No.

P6: 85A-82

Name
Continuation Sheet

Number 7 Page 7



Figure 10. 15500 Crain Highway. Front Façade. View to the East. Note Addition on the Left.

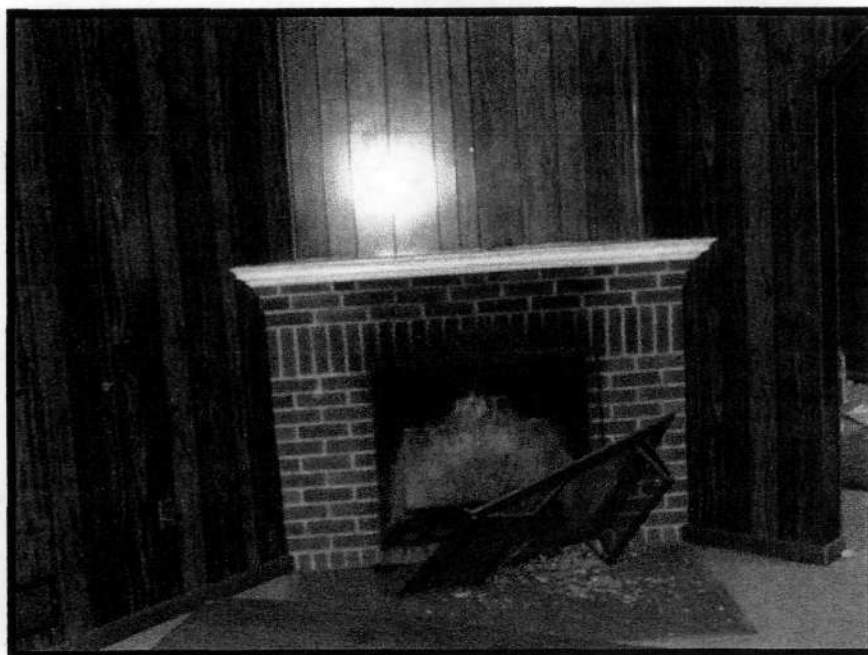


Figure 15500 Crain Highway. Fireplace in Main Residence.

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No.

PG: 85A-82

Name
Continuation Sheet

Number 7 Page 8



Figure 12. 15500 Crain Highway. Rear Addition. View to the Northwest.



Figure 13. 15500 Crain Highway. Fireplace in Rear Addition.

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No.

PG: 85A-82

Name
Continuation Sheet

Number 7 Page 9

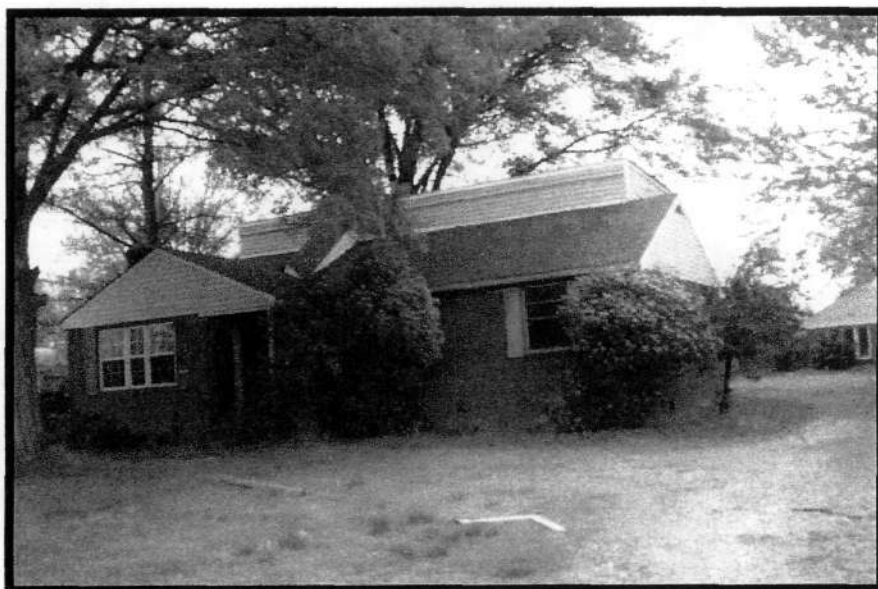


Figure 14. 15502 Crain Highway. Front Façade. View to the Northeast. Note Garage in the Right Background.



Figure 15. 15502 Crain Highway. Rear Façade Showing Second-Floor Addition. View to the Northwest.

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No.

P6: 85A-82

Name
Continuation Sheet

Number 7 Page 10



Figure 16. 15502 Crain Highway. Detached Garage. View to the East.

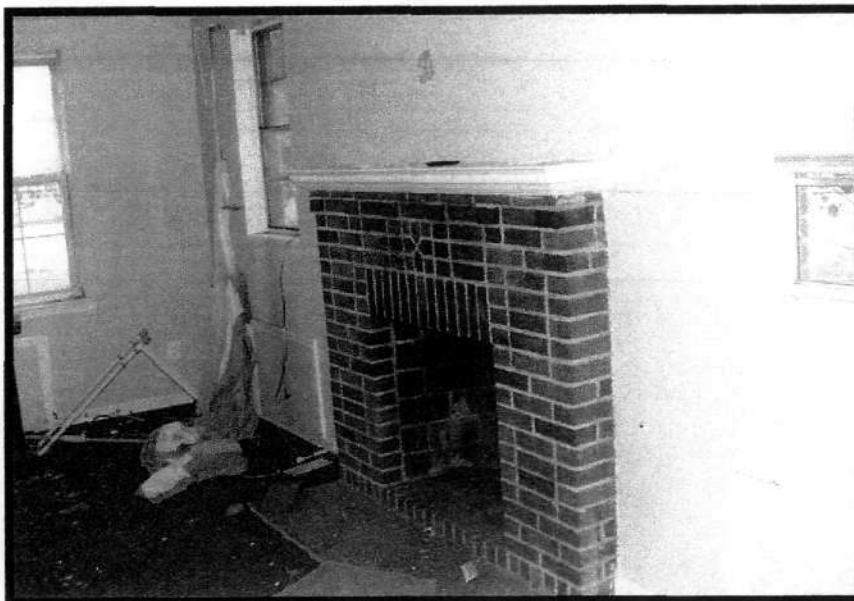


Figure 17. 15502 Crain Highway. Fireplace.

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No.

PG: 85A-82

Name
Continuation Sheet

Number 7 Page 11

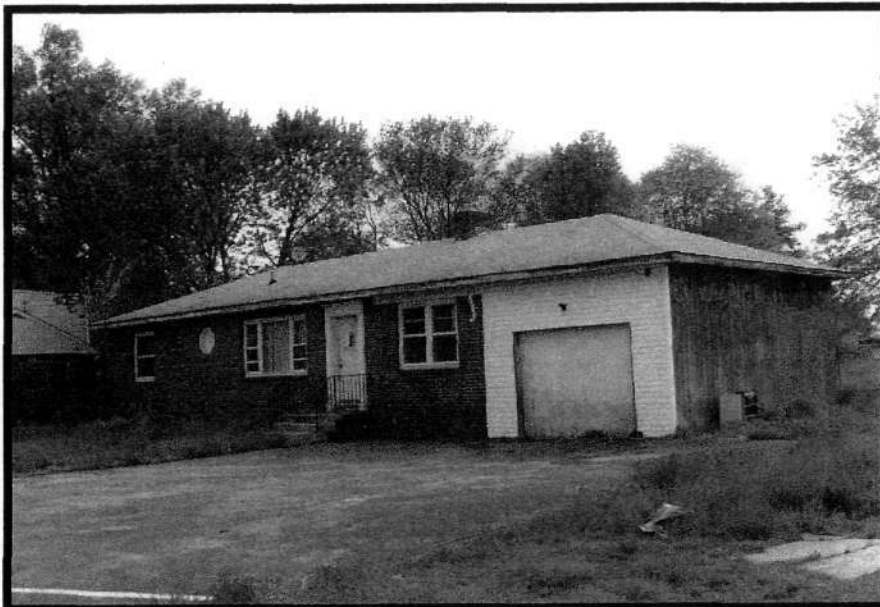


Figure 18. 15504 Crain Highway. Front Façade. View to the Northeast.

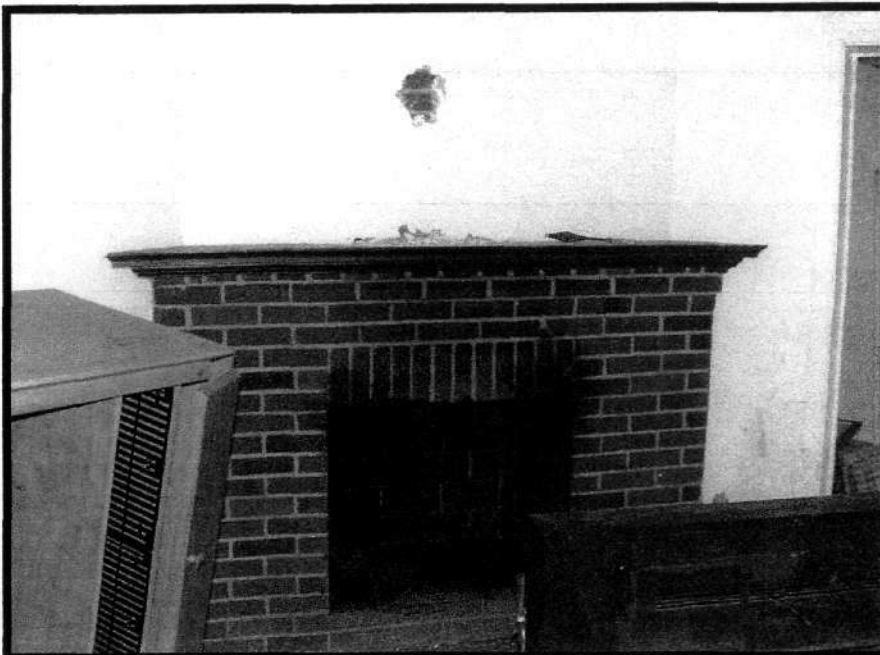


Figure 19. 15504 Crain Highway. Corner-Located, Brick Fireplace.

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No.

PG: 85A-82

Name
Continuation Sheet

Number 7 Page 12

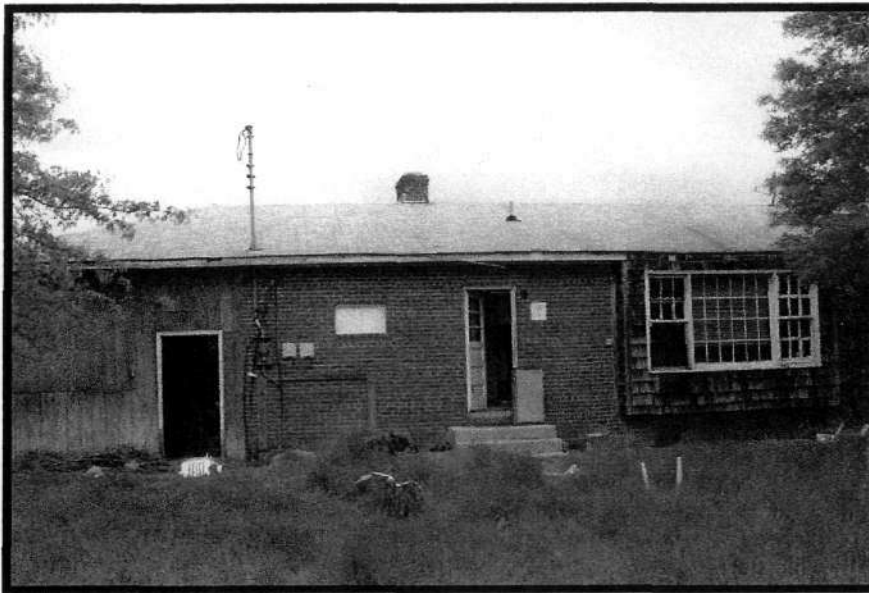


Figure 20. 15504 Crain Highway. Rear Façade. View to the West.



Figure 21. 15506 Crain Highway. Front Façade. View to the East.

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No.

PG: 85A-82

Name
Continuation Sheet

Number 7 Page 13



Figure 22. 15506 Crain Highway. Rear Façade. View to the West.

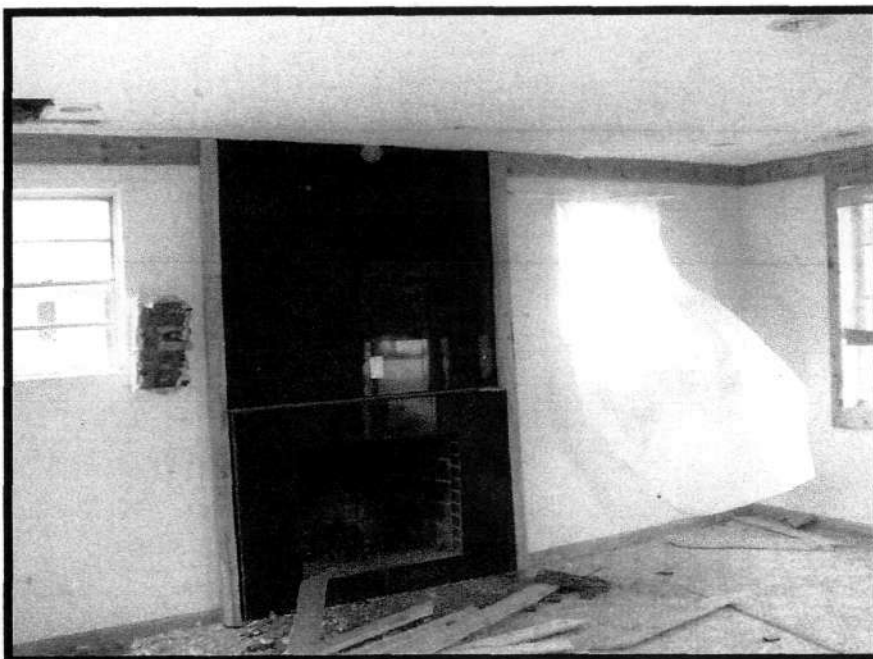


Figure 23. 15506 Crain Highway. Marble-Tiled Fireplace.

**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

Inventory No.

PG: 95A-82

Name
Continuation Sheet

Number 7 Page 14

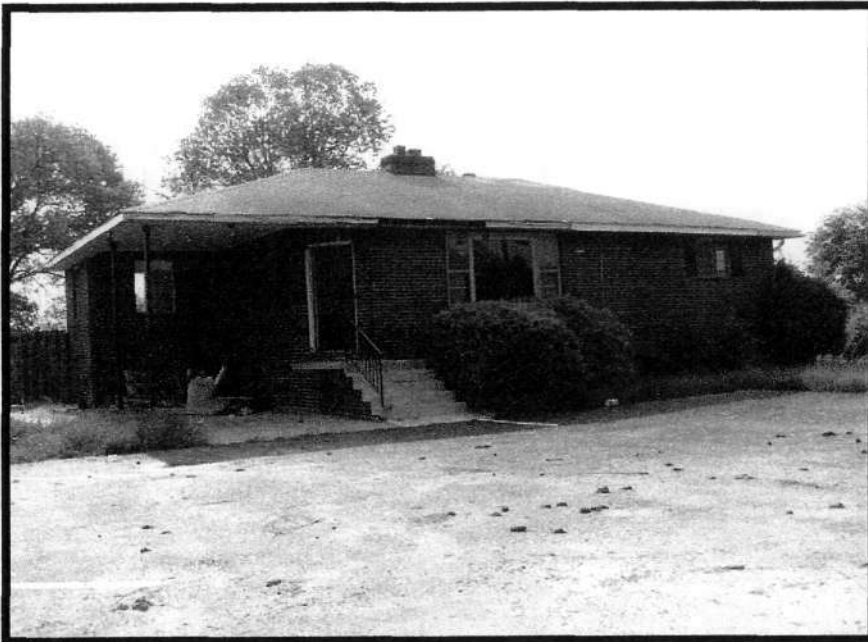


Figure 24. 15508 Crain Highway. Front Façade. View to the Southeast.

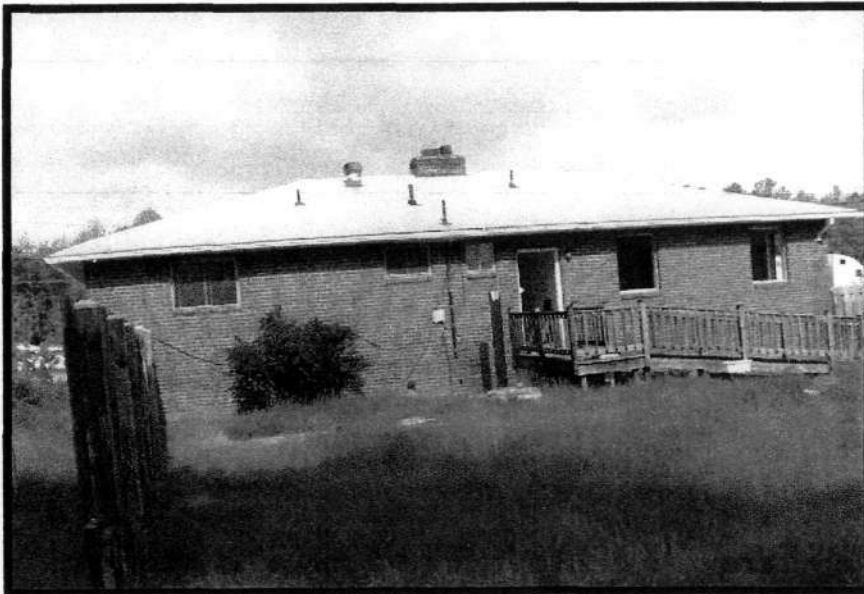


Figure 25. 15508 Crain Highway. Rear Façade. View to the West.

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No.

PG:85A-82

Name
Continuation Sheet

Number 7 Page 15

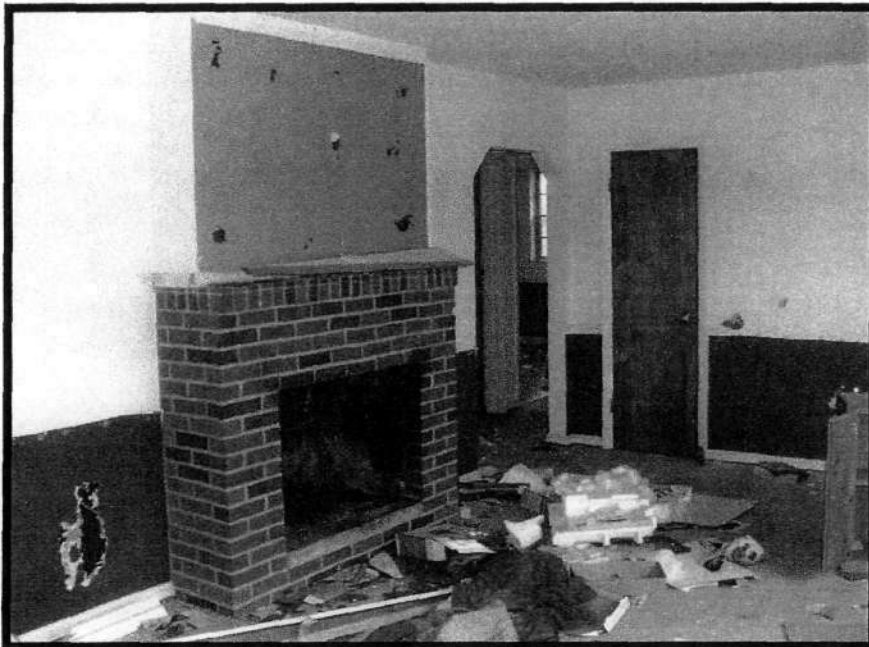


Figure 26. 15508 Crain Highway. Brick Fireplace.



Figure 27. 15600 Crain Highway. Front Façade. View to the Northeast.

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No.

P6: 85A-82

Name
Continuation Sheet

Number 7 Page 16



Figure 28. 15600 Crain Highway. Rear Façade. View to the West.

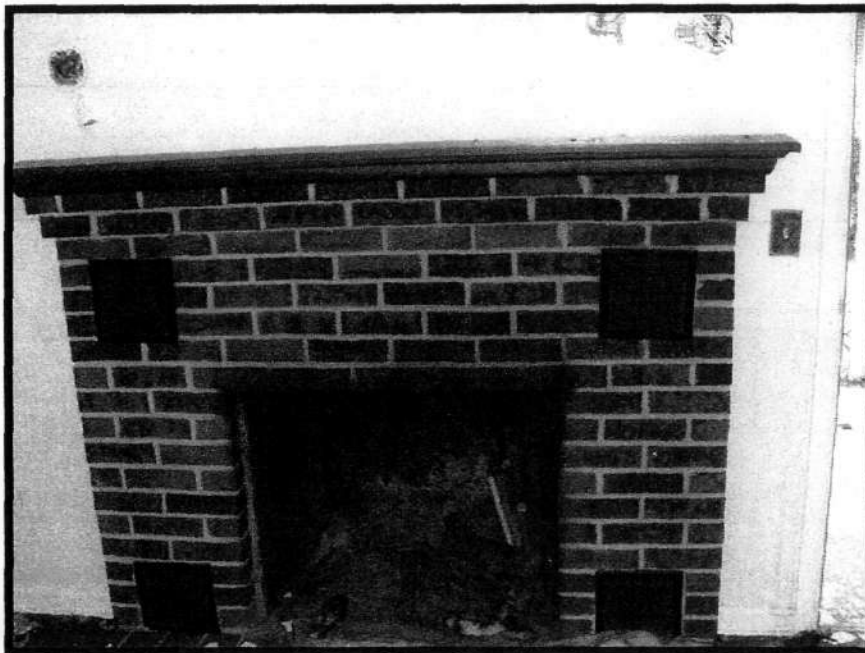


Figure 29. 15600 Crain Highway. Brick Fireplace.

8. Significance

Inventory No. PG:85A-82

Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> recreation	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> literature	<input type="checkbox"/> social history
	<input checked="" type="checkbox"/> community planning	<input type="checkbox"/> exploration/	<input type="checkbox"/> maritime history	<input type="checkbox"/> transportation
	<input type="checkbox"/> conservation	<input type="checkbox"/> settlement	<input type="checkbox"/> military	<input type="checkbox"/> other: _____

Specific dates 1941, 1950s

Architect/Builder

Construction dates 1950s

Evaluation for:

☐ National Register

☐ Maryland Register

☒ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

The Long Subdivision represents an early example of the development of Prince George's County into a residential area as opposed to its early, agricultural background. In Prince George's County, unlike in Western Shore counties, tobacco declined to the status of a specialty crop. Wheat, corn and other grains were the predominant commodities produced. County truck farms and orchards also produced goods that were marketed primarily in Washington, DC (Scharf 1881: 124, 141; Wesler et al. 1981: 143). From the 1890s until the 1920s, county farmers also produced dairy products for nearby urban markets (Wesler et al. 1981). Dairy farming apparently was adopted most widely in the close-in suburbs. In this portion of the county horse farming is a prominent past time.

Prince George's County's improved late-19th -century transportation infrastructure not only enabled county farmers to adopt new agricultural patterns, it also encouraged population growth as workers in Federal agencies began to move out to the suburbs. County population rose steadily from 1860 (Wesler et al. 1981). Prince George's County continued to be the largest tobacco producer in Maryland during the 20th century (Greene 1946: 10). However, the high cost of land, and federal regulation of tobacco acreage and production reduced the size of the average farm (Watson 1962:22). County farmers continued to produce corn and livestock as well, to supplement their income.

Following World War II, the trend toward suburban development intensified. The increased use of the automobile and improvements in road systems encouraged many urban workers to search for the relative peace and space of country life. The feasibility of owning a home in the suburbs and commuting to Baltimore or Washington was improved by government sponsored housing loans and highway programs (McWilliams 1977:7). As more people moved into the suburbs, they relied less on the services of the urban markets and more upon shopping and entertainment facilities available in their own communities. The Governor Ritchie Highway, originally intended as a speedy route between Baltimore and Annapolis, became clogged with fast food restaurants, gas stations, and convenience stores (McWilliams 1977:8).

Today, suburbs continue to spread south from Washington and Baltimore into Prince George's County. The domination of the County's economy by agriculture is diminishing as farmland is converted to residential subdivisions and corporate office parks.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No.

PG: 85A-82

Name
Continuation Sheet

Number 8 Page 1

The Brandywine Crossing Phase II Property, in which the Long Subdivision is located, consists of approximately 31 acres of land located east of MD 301 north of Timothy Road just south of Brandywine. In brief, the ownership of the property can be traced back to an 1833 Indenture in which a large amount of property was divided within the Robinson family in equal shares (PGC AB8:327). The land was noted to be parts of "Gantts Enlargement, Stephens Little Addition, Pheasant Thickett, part of Sernster, Sandy Bottom, part of Chance, and Wolf Pitt Neck" Figure 15 presents a detail of a reconstruction of tracts laid out within Prince George's County as presented in Hienton (1972). The Study Area was part of a tract of land equaling 1083/8 acres given to Zadock Robinson. According to the 1840 U.S. Federal Census Records Zadock Robinson, aged 40 to 50 years, resided on a property with one female aged 40 to 50 years, and one male aged 15 to 20 years. The 1860 U.S. Federal Census Records indicate that Zadock Robinson and his wife Eliza S. Robinson owned and farmed land jointly with his son, William T. Robinson, who resided with his wife Jane and son, Aquila Robinson. While he is not mentioned in the 1850 Slave Census Zadoe (sp) Robinson is listed as holding 26 slaves, ranging in age from 40 to 1, in the 1860 Slave Census. The 1880 U.S. Federal Census Records indicates that William T. Robinson and his son, Aquila T. Robinson, farmed and planted for a living, while Jane E. Robinson kept house.

The 1920 U.S. Federal Census indicates that Aquila T. Robinson, the head-of-household, was a self-employed farmer and planter who owned his home without mortgage. He had a wife, Sallie P. Robinson, and three children, Grace, Guy H., and Sallie P. The ownership of the property was transferred in a 1925 deed from members of the Robinson family including Guy H., Sallie P., Sallie Perrie, Aquila T. and Jane E. Robinson to Aquila T. Robinson's daughter Grace E. Robinson (PGC 260:96). This land transfer contained 126 acres of property. In 1941 a number of deeds from Grace R. Long and S. Welty Long indicate that the property was subdivided and sold to various buyers (see Appendix A). The subdivision was known as "Long's Subdivision", and a map of the subdivided property is available in the Land Records of Prince George's County, Maryland, Plat Book 8 at Folio 93 (Figure 1, Appendix A). Mrs. Long seems to have sold many of the subdivide lots in 1941 but she held three until 1955 at which time she sold them to Robert and Grace Mullinix who immediately resold them. A few of the properties remained in a single family for more than 50 years. Others changed had up to 13 times over the 66 years with all being purchased by Faison-Brandywine Investors I, LLC in 2007 and 2008.

The dwelling of Zad Robinson is illustrated across the road from the Study Area on the 1861 Martenet map. The Hopkins' 1878 *Atlas of Fifteen Miles Around Washington including the County of Prince George, Maryland* indicates the presence of dwellings associated with A. Robinson and William T. Robinson on the opposite side of the road. The 1892 Brandywine, Maryland USGS quadrangle illustrates no structures closer than Brandywine and TB but this map tends to illustrate only very prominent structure. The 1913 Upper Marlboro, Maryland USGS quadrangle indicates that the area around the intersection has grown in size with an increase in the number of structures, including a small cluster of structures on the opposite side of the road and slightly north but no structures within the Study Area.

The 1938 aerial photograph illustrates the Study Area as primarily wooded with a relatively small agricultural field adjacent to Crain Highway. The 1965 aerial photograph again showed wooded conditions over most of the

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No.

PG: 85A-82

Name
Continuation Sheet

Number 8 Page 2

Study Area but eight dwelling fronting Crain Highway are clearly visible. No dwellings appear on Lots 11 or 12 in this photograph. By the time of the 1993 aerial photograph nine structures appear in the Study Area along with a pool on Lot 10 (15404 Crain Highway). Most of the remainder of the property shows significant disturbance possibly from mining. By the time of the most recent aerial photograph, 2005, nine dwellings are present fronting Crain Highway and the disturbed eastern portion has begun to be used for the storage of trailers. The northwestern corner of the Study Area, Area A, has remained wooded throughout the 20th century possibly due to wet soil conditions.

Greene, Daniel M.

1946 *A Brief History of Prince George's County in the Perspective of Three Centuries Commemorating Its 25th Anniversary*. Unpublished Manuscript, Avondale, Maryland.

Hienton, Louise J.

1972 *Prince George's Heritage: Sidelights on the Early History of Prince George's County, Maryland from 1686 to 1800*. Maryland Historical Society, Baltimore.

Hopkins, G.M.

1878 *Atlas of Fifteen Miles around Baltimore Including the County of Prince George, Maryland*. Philadelphia.

Martenet, Simon J.

1861 *A Map of Prince George's County, Maryland*. Copy on file at the Maryland Archives, Annapolis.

McWilliams, Jane

1977 *Land and People*. In *Anne Arundel County, Maryland: A Bicentennial History 1647-1977*, edited by James C. Bradford, pp.1-10. Anne Arundel County and Annapolis Bicentennial Committee, Annapolis.

Scharf, J. Thomas

1881 *History of Maryland from the Earliest Period to the Present Day*. 3 Volumes. John B. Piet, Baltimore.

Watson, James Douglas

1962 *Prince George's County: Past and Present*. Federal Lithograph Company, Washington, DC.

Wesler, Kit W., Gordon J. Fine, Dennis J. Pogue, Patricia A. Stern heimer, Aileen F. Button, E.Glyn Furguson, and Alvin H. Luckenbach

1981 *The Maryland Department of Transportation Archaeological Resources Survey, Volume II: Western Shore*. *Maryland Historical Trust Manuscript Series 6*. Maryland Historical Trust, Crownsville.

PG. 85A-82

Number 8 Page 3



Study Area on an Enlargement of the Hopkins' 1878 *Atlas of Fifteen Miles around Washington Including the County of Prince George's, Maryland*.

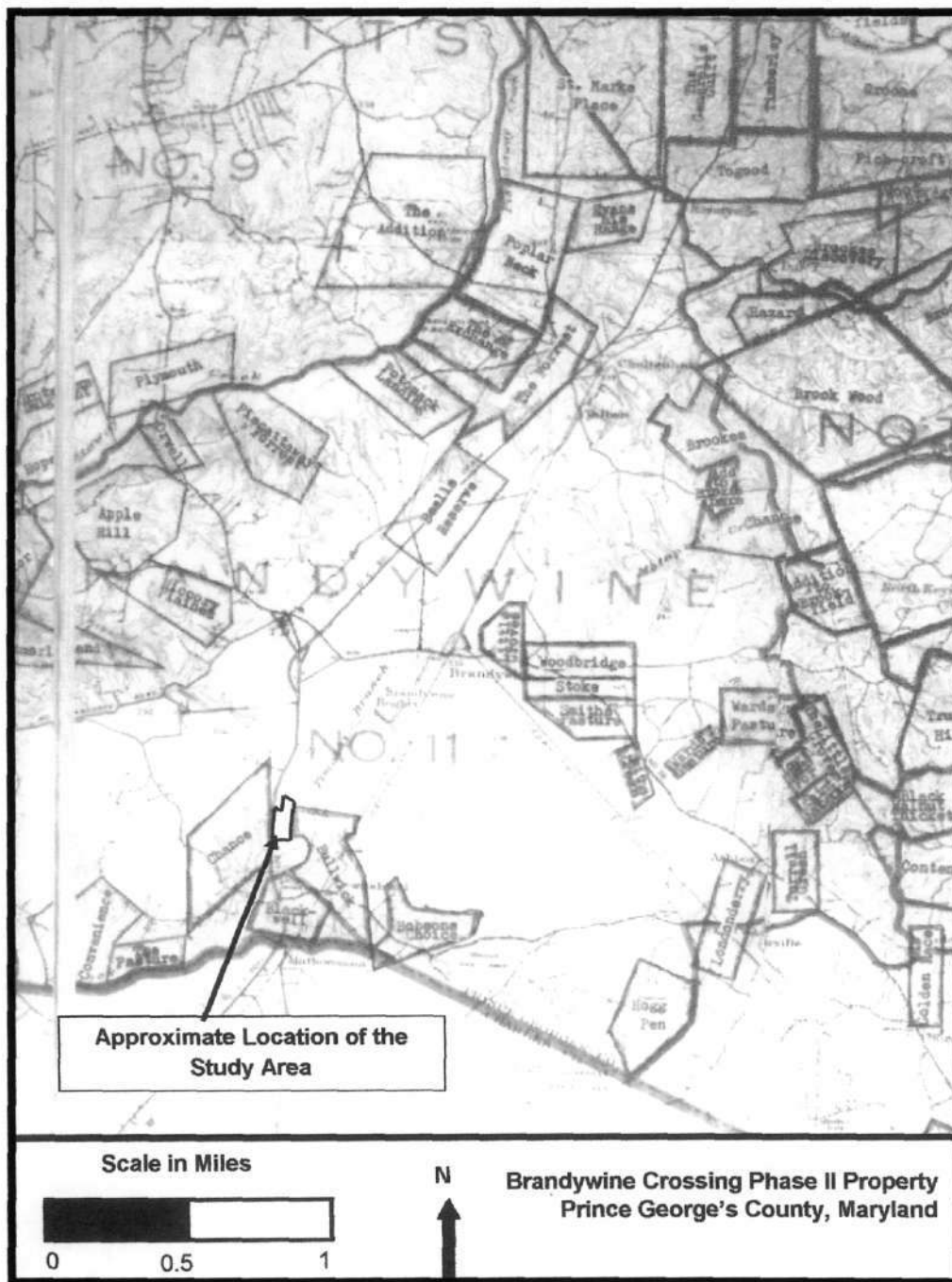
Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No.

PG: 85A-82

Name
Continuation Sheet

Number 8 Page 5



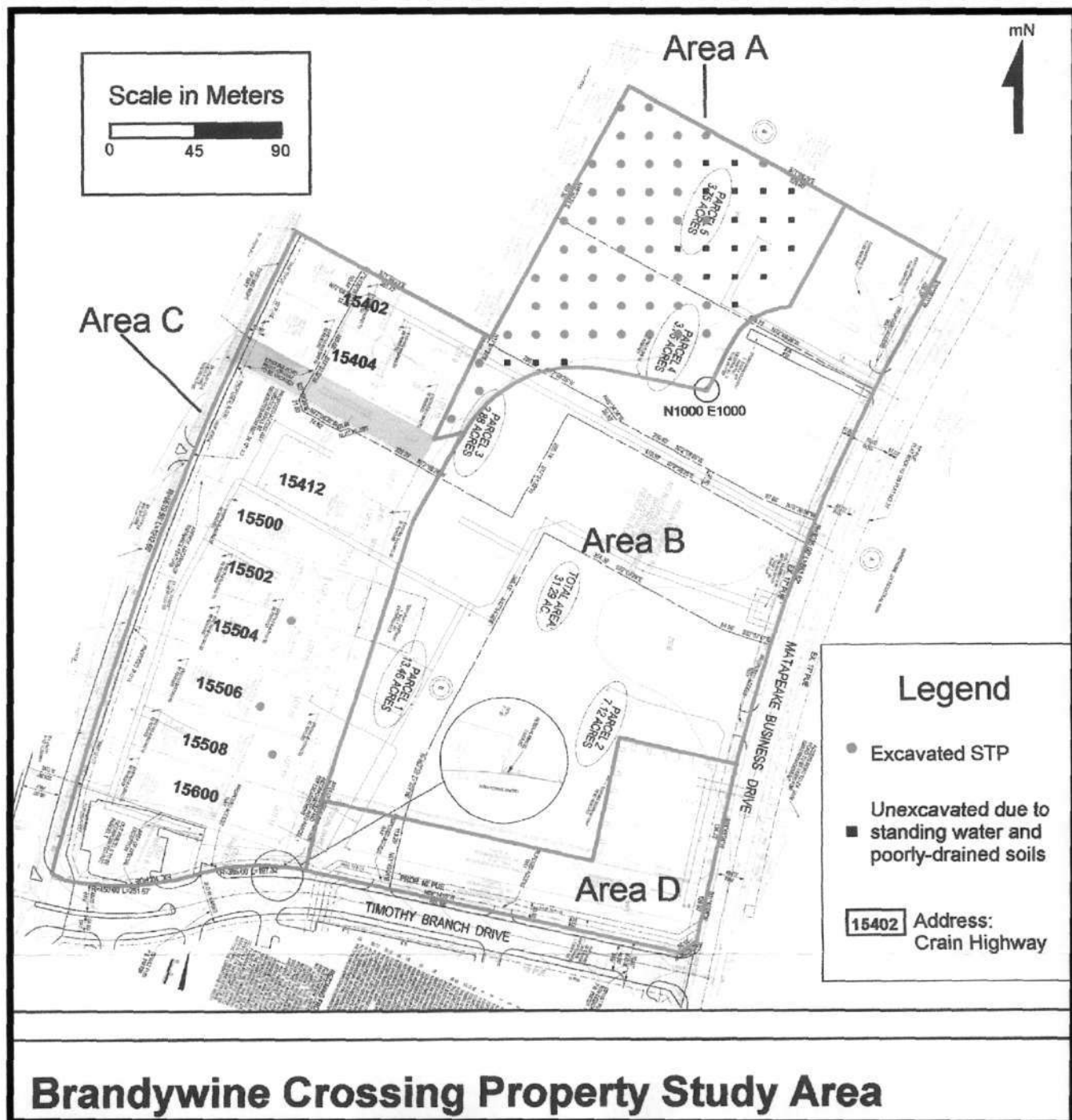
Detail of Early Land Tracts (Hienton 1972).

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No.

Name
Continuation Sheet

Number 8 Page 6



Plan of the Brandywine Crossing Phase II Property Study Area.

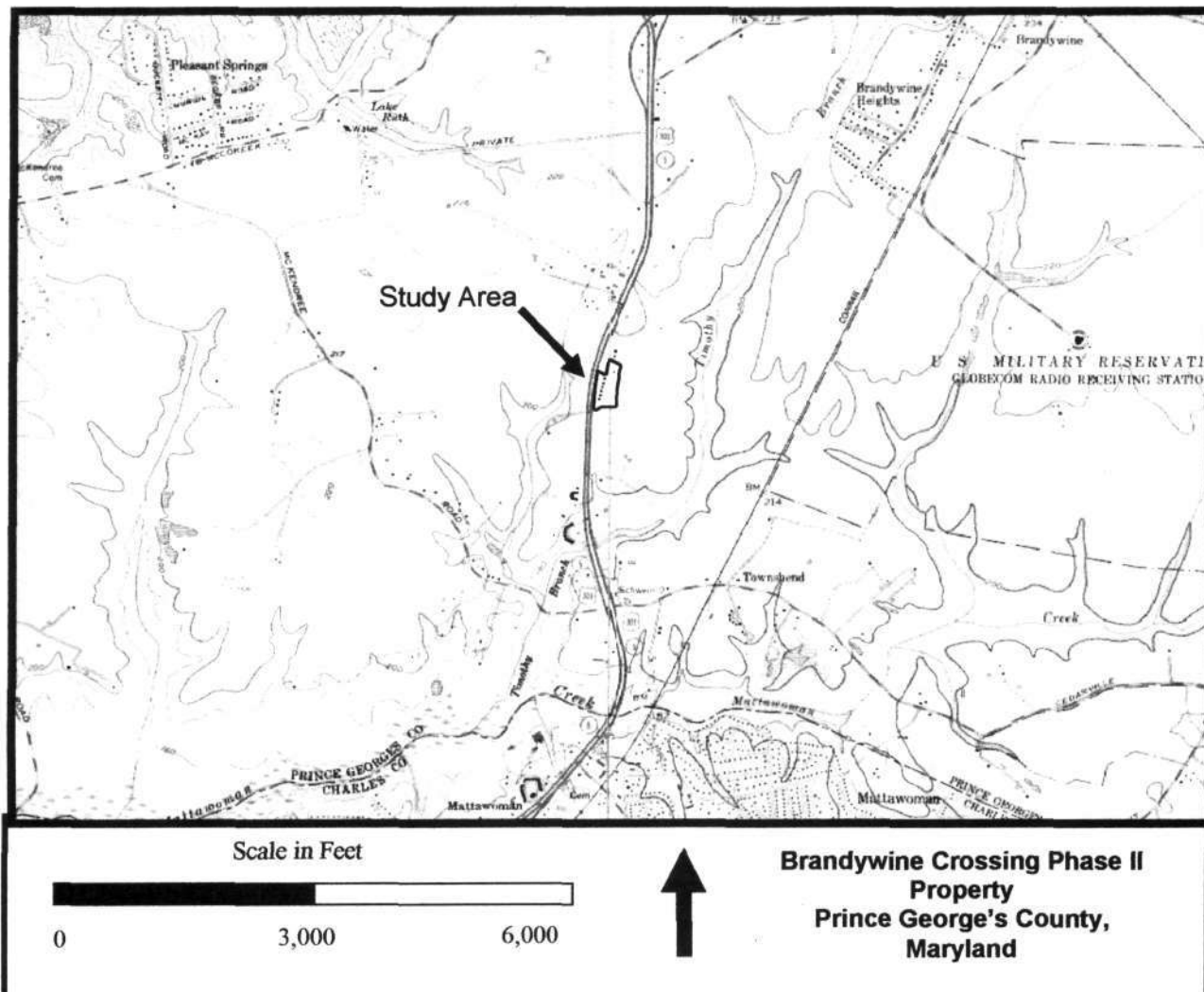
Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No.

PG: 85A-82

Name
Continuation Sheet

Number 8 Page 7



Study Area location on the Brandywine, Maryland 7.5-minute USGS quadrangle (1993).

9. Major Bibliographical References

Inventory No. PG:85A-82

10. Geographical Data

Acreage of surveyed property 10
Acreage of historical setting _____
Quadrangle name Brandywine, MD

Quadrangle scale: 7.5 minute

Verbal boundary description and justification

Lots 9 through 17 of Long's Subdivision along Crain Highway south of Brandywine, Prince George's County, Maryland

11. Form Prepared by

name/title	Jeanne A. Ward, Principal Investigator		
organization	Applied Archaeology and History Associates, Inc.	date	5/12/08
street & number	615 Fairglan Lane	telephone	410.224.3402
city or town	Annapolis	state	MD

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to:

Maryland Historical Trust
Maryland Department of Planning
100 Community Place
Crownsville, MD 21032-2023
410-514-7600